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AUTHORITY

AGO ltr 29 Apr 1980

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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

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AGDA (M) (15 May 70) FOR OT UT 701044

20 May 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 6th Transportation Battalion, Period Ending 31 January 1970

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

1 Incl
as

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(ARMY) ATTN: FOR OT UT, WASHINGTON, D.C. 20310

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AD NO. _____
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AD 869547

DEPARTMENT OF THE ARMY
HEADQUARTERS, 6TH TRANSPORTATION BATTALION (TRUCK)
AFC 96491

AVCA SGN AB A OP

1 February 1970

SUBJECT: Operational Report - Lessons Learned, 6th Transportation
Battalion (Truck), Period Ending 31 January 1970, RCS
CSFOR-65 (R2).

THRU: Commanding Officer
48th Transportation Group
AFC 96491

TO: Assistant Chief of Staff for Force Development
Department of the Army
Washington, DC 20310

1. OPERATIONS: Significant Activities

a. Command: On 15 December 1969, LTC L.A. Floro, Jr. assumed command of the 6th Transportation Battalion (Truck), replacing LTC Robert A. Edwards.

b. Organization: Inclosure 1.

c. Annual General Inspection and Command Maintenance Management Inspections: Inclosure 2.

d. Historical Documentation and Command Performance of the 352nd Transportation Company (Lt Trk): Inclosure 3.

e. Personnel, Administration, Morale, and Discipline.

(1) The personnel posture within the 6th Transportation Battalion has shown a slight increase during the last quarter. During this period, nine (9) officers departed and twelve (12) arrived in the command, representing 29% and 39% respectively of the authorized battalion officer strength. The nine departures included a battalion commander, five staff officers, two company commanders, and one platoon leader.

FOR 01 01
701044
Inclosure

THIS PROTECTIVE MARKING IS
CANCELLED 31 January 1973.

1

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AVCA SGN AB A OP

1 February 1970

SUBJECT: Operational Report - Lessons Learned, 6th Transportation Battalion (Truck), Period Ending 31 January 1970, RCS CSFOR-65 (R2).

(2) A shortage of qualified personnel still exists in MOS 64B Heavy Truck Drivers. The battalion is authorized 699 driver personnel and has assigned 680. The battalion is short 3% of its authorized strength of drivers. The previous quarter showed the battalion operating with 16% shortage of its authorized strength in MOS 64B. However, of the 680 assigned drivers, 138 are FMOS 11B on OJT status (or approximately 20% of all assigned drivers in OJT status).

(3) A shortage of experienced non-commissioned officers and warrant officers exists within task units assigned to the battalion. Critical shortage exists at the platoon level and squad level. Particularly critical are Truckmasters (64C40), Motor Maintenance Sergeants (63C40), and qualified Supply Sergeants (76Y40).

(4) During the report period, this battalion suffered no personnel losses, casualties or missing.

(5) Awards and decorations earned by members of the battalion during this reporting period include:

- (a) Bronze Star for Valor: 0
- (b) Bronze Star for Service: 48
- (c) Bronze Star for Achievement: 0
- (d) Army Commendation Medal for Valor: 0
- (e) Army Commendation Medal for Service: 100
- (f) Army Commendation Medal for Achievement: 3
- (g) Purple Hearts: 0
- (h) Safe Driving Awards: 263

f. Operations:

(1) During the period ending 31 January 1970, the truck companies attached to this battalion were engaged in Line Haul, Port and Beach Clearance, Driveaway, Retrograde Movement, and Through-put motor transport missions providing combat service support to the 1st and 25th Infantry Divisions, 1st Air Cavalry Division, 11th Armored Cavalry Regiment, Royal Thai Army Volunteer Force and Royal Australian Task Force. Port and Beach Clearance missions included port clearance of Class I, general cargo, and barge site clearance of Class V. Inter-depot motor transport in the Saigon/Long Binh area comprised the Local Haul service rendered. All elements of the 6th Transportation Battalion were actively engaged in support of combat forces during all 92 days of the reporting period.

(2) Motor Transport performance summary for the period is indicated below:

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1 February 1970

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	<u>TONS</u>	<u>MILES*</u>	<u>TON MILES</u>	<u>PAX</u>
November	113,631	536,298	2,146,931	9533
December	111,560	516,540	1,871,154	10,137
January	126,185	506,252	2,055,390	11,982
Total:	351,376	1,559,090	6,073,475	31,652

* Includes loaded and empty mileage

(3) Tonnage transported by this battalion increased from 281,819 reflected in previous quarterly report to 351,376 tons for this reporting period. The primary factor contributing to the increased tonnage during the report period was the availability of more highway compatible cargo in the Port and Beach system.

(4) During the report period, a mixture of sixteen (16) 5 ton cargo trucks with drop sides and twenty (20) 5 ton tractors with forty (40) 12 ton S&P trailers were utilized in the day/night Cogido Barge Site clearance operations. Forty (40) new S&P trailers were rotated into the Cogido System during the report period. These new trailers were partially boxed to reduce Class V spillage. Increased command emphasis on the Cogido operations from battalion and company level insured that maximum utilization was made of all personnel and equipment committed to the operation.

(5) Discharge of Class V through the Bien Hoa Barge Site has been sporadic, but ever increasing during the report period. This operation required the utilization of six (6) 5 ton tractors with 12 ton S&P trailers. This is a twelve (12) hour operation and still has not proven to be 100% efficient because of the lack of a steady flow of available cargo.

(6) On 18 September the 6th Transportation Battalion was tasked with the mission of Saigon and Newport port clearance. Since that time the volume of tonnage has steadily risen and this battalion has adjusted its assets to successfully accomplish the port clearance mission. With the influx of seventy one (71) new 12 ton trailers, and an over-all total of one hundred (100) 12 ton S&P trailers, the port clearance capability of this battalion is higher than any previous period. The static commitment of forty-five (45) 5 ton tractors daily and thirty (30) 5 ton tractors at night gives excellent service to the consignees in the Long Binh/Saigon area. The low maintenance requirements on the new trailers coupled with improved tractor maintenance enables this system to maintain maximum operational assets, thereby, minimizing a buildup of highway compatible cargo in the port.

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The continued use of USATSA non-refrigerated vans for the transport of freeze and chill cargo was in effect throughout the report period. Numerous reports now substantiate the fact that the use of the vans expedites loading and off-loading, and also maintains the desired temperature for the Class I cargo. In conjunction with the port operation, maximum utilization of vehicles is being made by back hauling retrograde cargo from CC&S Long Binh to Newport.

(7) The past 92 days have seen the importance and necessity of retrograde operations concerning vehicles incident to the troop withdrawals under way in the RVN. A total of twenty (20) 12 ton trailers became a static commitment at the CC&S yard for retrograde movement of vehicles to Newport.

g. Training and Organization:

(1) On 10 December 1969, the 352nd Transportation Company (Lt Trk) was deactivated. The assets of this light truck company were utilized by the 233rd Transportation Company (Hvy Trk), which was activated in this battalion on 11 December 1969. The 233rd Transportation Company (Hvy Trk) continued to operate throughout the report period with the assets and missions of a light truck company. When the heavy truck assets arrive, the company will then, in actuality, operate as a heavy truck company.

(2) During the report period, this battalion continued the defensive driving program. Command emphasis was again focused on this program, and the importance of defensive driving principles was stressed at all levels. Favorable results have been achieved as a result of this program.

(3) A battalion level realignment of assets was effected during the report period with the prime objective being "mission consolidation". The basic concept was to consolidate inter-related missions under the command and control of one (1) unit commander. Both officer and enlisted personnel strengths were adjusted within the battalion to better align each company with its mission. This system produces outstanding results and minimizes the problems of coordination and control. Under this system, problem areas are more quickly and easily detected and corrected.

(4) During the period increased emphasis was placed on weapons familiarization by the 6th Transportation Battalion Guards and Reaction Forces. There were increased inspections of the physical security forces resulting in increased alertness and efficiency. A perimeter reconstruction/refortification program was also commenced. A total of ten bunkers and bunker towers were rebuilt. In addition, two hasty

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Battalion (Truck), Period Ending 31 January 1970, RCS
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bunkers were built and six more are planned. With the reopening of the project to construct new billets on TC Hill #2 we have begun construction in that area. Seven new buildings are presently under construction. Another item of considerable interest is the completion of seven new maintenance buildings. These new structures with their improved lighting, better working conditions and greater electrical power availability have greatly enhanced our maintenance effort.

h. Intelligence: There were two (2) reported incidents of enemy related action during the reporting quarter. The two (2) incidents involved sniper fire:

(1) On 14 November, 1540 hours., the Quan Loi convoy took sniper fire approximately 500 meters North of XT76488135. Convoy personnel reacted professionally resulting in no casualties or vehicle damage.

(2) On 18 November, 1615 hours, a 6th Transportation Battalion 5 ton tractor received two (2) bursts of automatic weapons fire in the village of Cu Chi (XT65501419). There were no casualties or vehicle damage as the rounds impacted forward of the vehicle. The vehicle was unescorted.

1. Logistics:

(1) During this report period, continuation of the equipment serviceability and classification program, resulted in the loss of following numbers and types of task vehicles for salvage or rebuild actions:

- (a) Truck, Tractor, 5 ton M52A1 - 17
- (b) Truck, Tractor, 5 ton M52A2 - 33
- (c) Truck, Cargo, 5 ton M54A2 - 3
- (d) Truck, Cargo, 2½ ton M35A2C - 1
- (e) Truck, Utility, ½ ton M151 - 7

(2) During the same period, the following numbers and types of replacement vehicles were received:

- (a) Truck, Tractor, 5 ton M52A1 - 61
- (b) Truck, Tractor, 5 ton M52A2 - 16
- (c) Truck, Cargo, 5 ton M54A2 - 2
- (d) Truck, Utility, ½ ton M151 - 6

(3) Current shortages of task vehicles, control vehicles, and recovery vehicles as of the end of this report period include (6 ea) ½ ton.

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(4 ea) 5 ton tractors, (3 ea) 5000 gal tanker and (1 ea) 400 gal water trailers.

(4) During this period, we did not sustain any combat losses.

(5) Vehicle deadline percentages for this report period have fluctuated from a low of 6% organizational deadline for 5 ton tractors during the month of November 1969 to 8% organizational deadline and 11% direct support deadline at the end of the report period. Deadline percentages for 5 ton cargo trucks has varied from 0% organizational deadline and 0% support deadline in November 1969 to 4% organizational and 5% direct support deadline as of the end of the report period. In organizational maintenance, all of the deadline is a result of parts not being available from supply channels. There remains a critical shortage of D.I. parts: Batteries, starters, and regulators. Currently an effort is being made to reduce government loss of vehicles through theft. This includes informing the drivers of their responsibility to secure vehicles when left unattended, and increased command emphasis placed on the problem. During the period 29 December 1969 through 10 January 1970, 6th Transportation Battalion units inspected the brake system on all available tactical vehicles and trailers. This was to reduce the number of AMV accidents occurring due to brake failure.

2. Lessons Learned: Commanders Observations, Evaluation and Recommendations.

- a. Personnel: None
- b. Intelligence: None
- c. Operations:

(1) Item 1: The use of USATSA non-refrigerated vans for port clearance of Class I freeze cargo.

Observations: Non-refrigerated vans for the movement of Class I freeze were in use throughout the report period. The vans were dispatched from port to depot and/or local consignees.

Evaluation: The use of non-refrigerated vans for the transport of freeze cargo is superior to any method previously employed. The number of more costly refrigerated vans and the maintenance of the same is considerably reduced by this method.

Recommendation: That the use of non-refrigerated vans for freeze

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SUBJECT: Operational Report-Lessons Learned, 6th Transportation Battalion (Truck), Period Ending 31 January 1970, RCS CSFOR-65 (R2)

cargo movement be continued for short distances (up to 20 miles) for maximum economy, without sacrificing efficiency.

(2) Item 2: The use of partially boxed S&P trailers for the transport of class V from Cogido Barge Site to 3rd Ordnance Battalion.

Observation: The employment of partially boxed S&P trailers was initiated during the report period. The 3/4 boxed trailers were utilized in the Cogido/3rd Ord system for movement of class V. The 3/4 boxed sides on the trailers prevent the droppage of ammunition due to rough roads and shifting loads.

Evaluation: The droppage of ammunition, particularly artillery projectiles, has been reduced substantially by the use of box sides on S&P trailers. The combined utilization of 3/4 boxed trailers and chain binders in the Cogido system has resulted in a higher operational efficiency due directly to less cargo droppage.

Recommendation: That the use of 3/4 boxed S&P trailers be utilized to transport class V in order to maintain a low degree of ammunition droppage.

(3) Item 3: The use of class V loading schematics for the loading of Cogido and line haul trailers.

Observation: During the report period it was observed that many 12 ton S&P trailers were being deadlined as a result of damaged landing legs. An investigation of this problem revealed that the landing legs on the current fleet of trailers were, at best, questionable in their ability to support the maximum weight capacity of the S&P. To alleviate the problem, this battalion, in conjunction with the 159th Terminal Battalion, and the 3rd Ordnance Battalion, commenced an immediate study of the situation. The result of the study was the formulation of class V loading schematics to be followed when loading ammunition onto the trailers. Through test and evaluation, it was determined that the distribution of weight over the trailer legs was the governing factor. The loading schematics proved to be very successful in that they presented a clear pictorial view of how the majority of the weight would be placed toward the rear of the trailer, therefore, lessening stress on the landing legs and gear. By closely monitoring the loading schematics this battalion has enjoyed a sizeable decrease in trailer deadline resulting from damaged landing legs. There remains, however, a definite shortage of serviceable landing legs in this area.

Recommendation: That units develop load plans for transport of

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SUBJECT: Operational Report - Lessons Learned, 6th Transportation
Battalion (Truck), Period Ending 31 January 1970, RCS
CSFOR-65 (R2)

high density Class V on S&F trailers to minimize weight of landing legs.
That more replacement landing legs be made available to this theater.

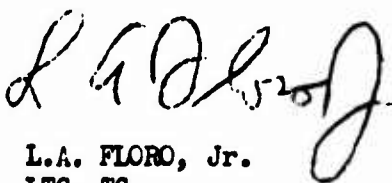
(4) Item 4: The fabrication and employment of ninety (90)
foot pole transporters for local and line haul destinations.

Observation: This battalion was faced with the task of moving
approximately five-hundred (500) ninety foot poles from the Newport docks
to local and line haul destinations. Previous attempts at transporting
the lengthy poles with standard pole "dollies" proved time consuming
and unsafe. Realizing the problem, this battalion fabricated a unique
pole carrier consisting of the first five (5) feet of a salvaged 12 ton
S&F trailer with angle iron uprights welded to prevent lateral shift of
the poles. This platform was placed on the fifth wheel of a 5 ton tractor
and the "king pin" engaged. The heavier ends of the poles were placed on
the fabricated carrier with smaller ends placed on a standard single
axle pole trailer. The poles were secured with chains and binders.

Evaluation: This method of pole transportation proved safe and
efficient. The versatility of the "pole rig" was demonstrated by its
ability to easily maneuver under heavy traffic conditions and yet with-
stand the stress of line haul operations over rough roads.

Recommendation: That utilization of the pole transporters be
continued and other commands observe the fabrication and employment of this
unique asset for possible future use.

- d. Organization: None
- e. Training: None
- f. Logistics: None
- g. Communications: None
- h. Materiel: None
- i. Other: None



L.A. FLORO, Jr.
LTC, TC
Commanding

3 Incls

1-Organizational Chart

~~2-Inspection Reports~~

3-Historical Documentation of
Performance of 352d Trans-
portation Company (Lt Trk)

Incl 2 wd HQ, DA

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AVCA SGN AB CO (1 Feb 70) 1st Ind
SUBJECT: Operational Report - Lessons Learned, 6th Transportation
Battalion (Truck), Period Ending 31 January 1970, RCS
CSFOR-65 (R-2)

DA, HEADQUARTERS, 48TH TRANSPORTATION GROUP (MOTOR TRANSPORT), APO 96491
15 February 1970

THRU: Commanding Officer, US Army Support Command, Saigon, APO 96491

TO: Assistant Chief of Staff, Force Development, Department of the Army,
Washington, D.C. 20310

1. The Operational Report - Lessons Learned, 6th Transportation Battalion
(Truck) for the quarterly period ending 31 January 1970 is forwarded.

2. Pertinent comments follow:

a. Reference paragraph 1(f)(6). The assumption of the port and beach clearance mission by the 6th Transportation Battalion caused a realignment of missions within the 48th Group. In addition to port and beach clearance, the 6th Battalion continued to provide transportation support to the Cogido Ammunition System. Both operations required that the battalion concentrate primarily in local haul operations. The 7th Transportation Battalion concentrated its efforts in the line haul field by providing transportation support to most of the convoy destinations. Capability of the 6th Battalion continues to be applied to line haul missions as it can be made available.

b. Reference paragraph 2 c(3). The defective landing legs have been recognized in paragraph 34, TB 750-981-4, Equipment Improvement Report and Maintenance Digest, dated October 1969. A new type landing leg is now being procured.

3. Concur with basic report.


ROBERT H. SCHWARZ
Colonel, TC
Commanding

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AVCA SGH GO LH (1 Feb 70) 2nd Ind
SUBJECT: Operational Report - Lessons Learned, 6th Transportation
Battalion, Period Ending 31 January 1970, RCS CSFOR-65 (R2)

HC, US Army Support Command, Saigon, APO 96491 12 MAR 1970

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D.C. 20310

Commanding General, 1st Logistical Command, ATTN: AVCA GO-LH,
APO 96394

1. Reference paragraph 2c(3), page 7. CONCUR. USASUFOOL, SGN Regulation 55-10, currently being published, provides schematic load plans for the transport of high density Class V on S&P trailers to minimize weight on landing legs. Recommend units involved in transportation of such cargo utilize these schematics.

2. Lessons Learned, observations, and recommendations are concurred in by this command.

FOR THE COMMANDER:

MICHAEL D. HUSTON
CPT AGC
1ST AG

CF:
6th Trans Bn

AVCA GO-MH (1 Feb 70) 3d Ind
SUBJECT: Operational Report - Lessons Learned of the 6th Transportation
Battalion for period ending 31 Jan 70 RCS CSFOR-65 (R2)(U)

DA, Headquarters, 1st Logistical Command, APO 96384 31 MAR 1970

TO: Commanding General, United States Army, Vietnam, ATTN: AVHGC-DST,
APO 96375

1. The Operational Report - Lessons Learned submitted by Headquarters, 6th Transportation Battalion for the quarterly period ending 31 January 1970 is forwarded.

2. Pertinent comments follow:

a. Reference item concerning USATSA vans, page 6, paragraph 2c(1). Concur. However, non-refrigerated vans for the clearance of chill and freeze cargo should only be used as a field expedient to compensate for lack of assets or deadlined assets, and then only if clearance can be accomplished without spoilage. A new 20 ton reefer van with dual engine capability is being considered for procurement and use by the Army. If this van is obtained it will prove invaluable for port and beach clearance operations with chill and freeze items.

b. Reference item concerning fabrication of pole transporters, page 8, paragraph 2c(4). Concur. Recommend that CDC evaluate modification cited for possible adoption on an Army wide basis. It is further recommended that pole trailers be added to the TOE of medium truck companies as WABTOC items. The lack of pole trailers has created port congestion and an inability of transportation units to deliver in line haul operations. By placing these trailers in the TOE as WABTOC items, the authorization, when required, would be more simplified than an MTOE action. It should be noted that the standard pole trailer is satisfactory for poles of 35 ft. to 40 ft. in length, however when 60 ft. to 70 ft. poles are to be moved it is necessary to use the modified apparatus such as described by the 6th Trans Bn.

3. Concur with the basic report as modified by this and previous indorsements.

FOR THE COMMANDER:

TEL: LBN 4862

M. E. Clark
M. E. CLARK
CPT, AGC
Asst AG

CF:
USASUPCOM, SGN
48th Trans Gp
6th Trans Bn

AVHGC-DST (1 Feb 70) 4th Ind
SUBJECT: Operational Report - Lessons Learned, 6th Transportation Battalion
(Truck), Period Ending 31 January 1970, RCS CSFOR-65 (R2)


Headquarters, United States Army, Vietnam, APO San Francisco 96375 11 APR 1970

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558

This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 January 1970 from Headquarters, 6th Transportation Battalion (Truck) and concurs with the comments of indorsing headquarters.

FOR THE COMMANDER:

CF:
1st Log Comd
6th Trans Bn


D. S. WINTER
1LT, AGC
Assistant Adjutant General

GPOP-DT (1 Feb 70) 5th Ind

SUBJECT: Operational Report of HQ, 6th Transportation Battalion (Truck)
for Period Ending 31 January 1970, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 17 APR 70

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

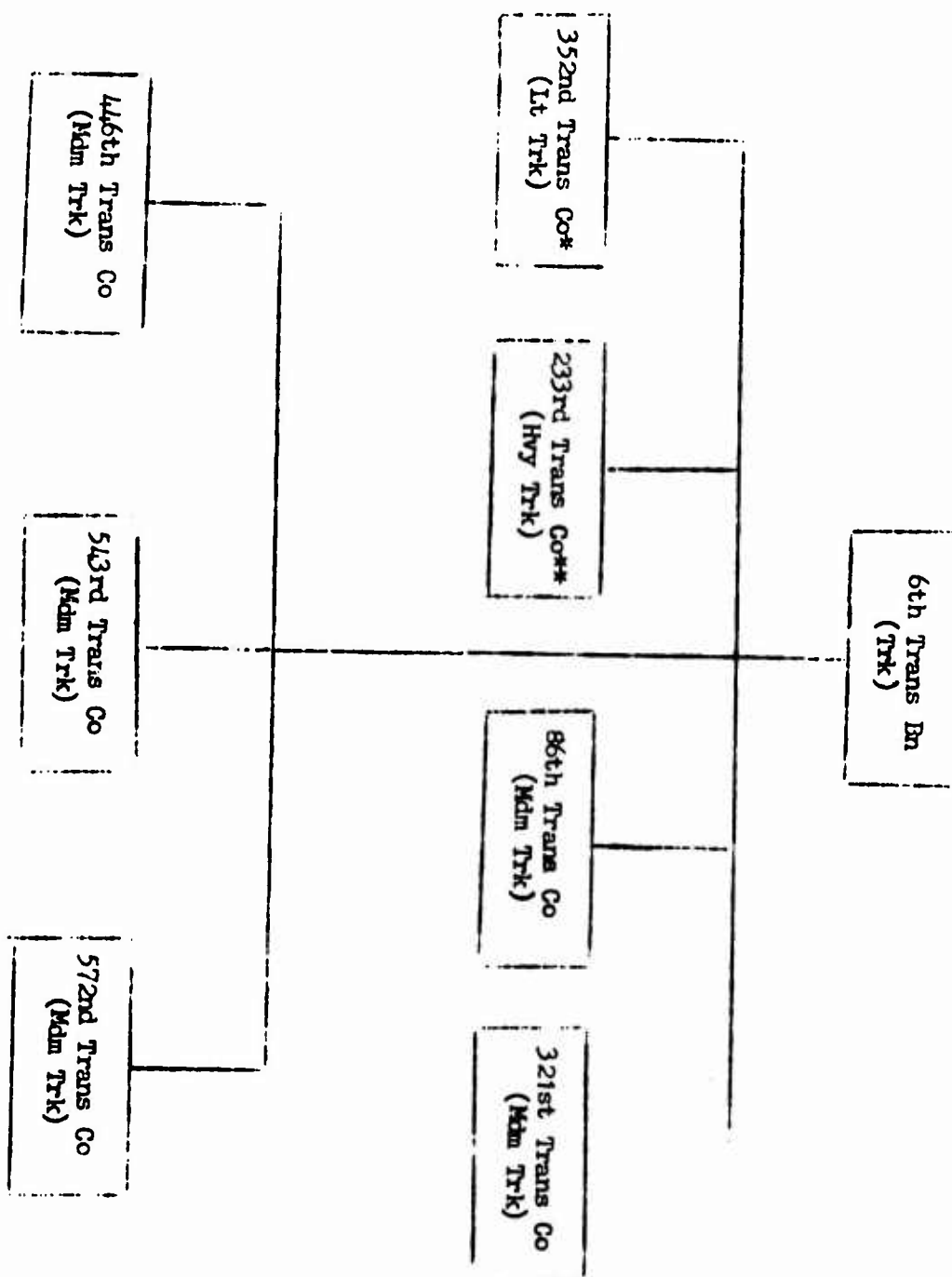
This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

D.D. Cline

D.D. CLINE
2LT, AGC
Asst AG

INCLOSURE 1 (Organizational Chart) to Operational Report of the 6th Transportation Battalion (Truck) for Quarterly Period Ending 31 January 1970, RCS CSFOR-65 (R2).



* Denotes unit deactivated on 10 December 1969.
 ** Denotes unit assigned to this command 11 December 1969.

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 6TH TRANSPORTATION BATTALION (TRUCK)
AFO 96491

AVCA SGN AS A OF

1 February 1970

SUBJECT: Historical Documentation of Performance of USASUFOOM, SGN Units
Deploying to CONUS, RCS AVCA SGN GO (OT) - 1

Commanding General
US Army Support Command, Saigon
ATTN: AVCA SGN GO S
AFO 96491

I. ORGANIZATION'S ACTIVITIES:

The 352nd Transportation Company (Lt Trk) was stationed at Fort Carson, Colorado before being alerted for deployment to Vietnam on 21 September 1967. The Commanding Officer, Lieutenant Michael S. Newberry arrived with his men on 7 January 1968 at Long Binh Post. They were told to build a company area and motor pool on TC Hill II.

The vehicles arrived on 6 February 1968. The unit was then fully committed and was assigned the mission of providing motor transport to the movement of cargo, personnel, and unit equipment in support of logistical resupply and tactical unit deployments within the III and IV Corps Combat Tactical Zone. Vehicles have been employed on port and barge site clearance, local haul, and line haul missions. The 352nd participated in convoy operations in the III and IV Corps Tactical Zones, providing combat support to the 1st, 9th and 25th Infantry Divisions; 1st Cavalry Division, 11th Armored Cavalry Regiment, and the Royal Thai Volunteer Force.

The 352nd Transportation Company participated in seven troop and unit moves since 1 August 1968 which consist of the following:

28 August 1968	9th Division	Bear Cat to Dong Tam
11 September 1968	9th Division	Fhu Lam to Dong Tam
6 October 1968	82nd Airborne	Bien Hoa to Cu Chi
18 October 1968	199th Inf Bde	Long Binh to Y Bridge
19 October 1968	4/39th Arty	Bear Cat to Dong Tam
21 October 1968	3/5 Cav	Bear Cat to Dong Tam
21 October 1968	4/39th Arty	Bear Cat to Dong Tam

Inclosure 3

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AVCA SGN AB A OP

1 February 1970

SUBJECT : Historical Documentation of Performance of USASUPCOM, SGN Units
Deploying to CONUS, RCS AVCA SGN GO (OT) - 1

During the month of November 1968, the unit participated in Operation Liberty Canyon which involved the relocation of the 1st Cavalry Division from I Corps to III Corps. The 352nd supported this operation by providing motor transport service from Newport, Saigon to Quan Loi, Phouc Vinh, Tay Ninh, Bien Hoa and Bear Cat.

On 18 December 1968 the Annual General Inspection of the 352nd Transportation Company was held. The unit attained a satisfactory rating in all areas of the inspection.

In January, February, and March 1969 the unit supported the move of the Royal Thai Volunteer Force to Vietnam. This operation was known as Condor III and involved the movement of personnel and equipment from Newport to Bear Cat.

During the period 15 April 1969 to 10 December 1969 the unit was assigned operational responsibility for ammunition clearance from the Cogido Barge Site to 3rd Ord. The unit contributed greatly toward the establishment of a battalion tonnage clearance record during this time.

Throughout the company's tour in Vietnam, its participation in Operation Talent has been commendable. This project, initiated by the Commanding General, First Logistical Command, designed to obtain maximum utilization of individual skills, has been in effect within the battalion since the company's arrival in Vietnam.

The 352nd personnel and equipment have been involved in five ambushes since arriving in Vietnam. The unit has suffered two fatalities and one POW.

II. MANNER OF PERFORMANCE

The unit's arrival in Vietnam was marked by an eagerness to assume its mission. The overall appearance of the unit was excellent and unit personnel exhibited a high state of morale. The unit, and individual capabilities of personnel assigned, have proven to be well within TOE capabilities of a Transportation Company (Lt Trk). The efficiency and effectiveness which this unit demonstrated in the performance of its mission is commendable. Operational statistics are as follows:

- a. Miles driven in Republic of Vietnam: 2,166,358 miles
- b. Tons hauled in Republic of Vietnam: 328,369 S/Tons
- c. Ton miles in Republic of Vietnam: 6,463,551 ton miles

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AVCA SCN AB A OF

1 February 1970

SUBJECT: Historical Documentation of Performance of USASUFCOM, SCN Units
Deploying to CONUS, RCS AVCA SCN GO (OT) - 1

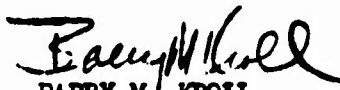
III. LESSONS LEARNED: Not applicable.

IV. Many favorable verbal comments have been received concerning the outstanding performance of duty by the 352nd Transportation Company (Lt Trk).

V. None

FOR THE COMMANDER;

TEL: Long Binh 3411


BARRY M. KROLL
1LT, TC
Adjutant

UNCLASSIFIED

Security Classification

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